(Figs in lakh of Rs.)

Details of work	Location	Railway's share	State Governments share
Road overbridge in replacement of level crossing No. 23 A.	Sagar	48.40	152.4
Road overbridge in replacement to level crossing No. 175.	Nimbola	110.00	71.00
Road underbridge in replacement of level crossing No. 386 A.	Satna	141.57	388.93

(c) data of accidents is not maintained State wise.

Committee on Konkan Railway route in Goa

380. DR. BAPU KALDATE: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that one man Committee headed by Mr. Manenzes the former Chairman of the Railway Board was appointed to examine the objection raised on the Konkan Raiway route in Goa;

(b) if so, what were the recommendations of the Manenzes Committee;

(c) whether these recommendations were accepted by the Railways; and

(d) if so, what are the reasons for appointing a new Commission headed by Justice Oza to review the route of the Konkan Railway in Goa?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) The recommendations of the Menenzes Committee were as under: (i) The alignment proposed by the Konkan Railway Corporation and approved by the Goa State Government should be adopted for the section Mayem to Margao (about 46 kmt.). (ii) the alignment proposed by the Konkan Railway Corporation and approved by the Goa State Government for the section Margao to Balli (about 13 kms) should not be adopted as it bisects the villages of Navelim, Dramapur, Salzona and Cuncolim. The alignment for this section from Margao to Balli (about 13 kms) could be shifted eastwards along the foothills even though it will involve construction of 2 tunnels and is slightly longer in length.

(c) Yes Sir.

(d) An alternative route was suggested by NATPAK, a firm of consultants, which was claimed to be cheaper by Rs. 80 crores than the existing alignment. This was examined by RITES. However, in view of divergent perceptions and contradictory demands from different sections of the people, the Government decided to appoint a high level committee to look into and recommend the alignment which should be followed between Mayem and Bali under Retired Supreme Court Judge, Justice G. J. Oza

Facilities for the Sleeper Class Passengers

381. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have created a Special class called 'Sleeper' class by charging 25 per cent more fares;

(b) if so, what additional facilities are being provided for the passengers travelling by Sleeper Class;

(c) whether Government have made any surprise checks especially on long distance trains like karnataka Express to get first hand information regarding plight of sleeper class passengers;

(d) if so, the details thereof; and

(e) if not, in what merger government ensure proper implementation of the instructions in this regard?

THE MINISTRY OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) With effect from 1-4-1993, a new Sleeper Class has been introduced, fare for which has been fixed at 25 per cent higher than the second class fare.

(b) A Sleeper Class passenger enjoys one berth at night and a reserved seat during day time. Only confirmed and RAC passegers are authorised to travel by these coaches, thereby eliminating overcrowding. Since the number of passengers is limited, the facility of toilet, water and other amenities are shared by limited number of passengers. The Sleeper Class passengers are given free allowance of 40 kgs. in luggage as against 35 kgs. for second class passengers.

(c) to (e) With a view to curb the evil of ticketless|irregular travel, regular surprise checks are conducted both on short distance and long distance trains by mobilising large number of ticket checking staff and officers in association with Special Railway Magistrates, Government Railway Police and Railway Protection Force. Instructions have been issued to the Railways to pay special attention to the genuine passengers travelling in Sleepr Class with reservation.

Nation-wide strike by Railway employees

382. SHRI KAILASH NARAIN SARANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that he Railway employees are contemplating to go on a nation-wide strike in September, 1993;

(b) if so, the details of their demands; and

(c) what are the steps taken to settle the major demands of the Railway employees?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) Earlier Railway employees were contemplating to go on strike in September, 1993. However(according to latest information available, all Central Government employees, including Railwaymen are proposing to go on indefinite General Strike in case their following demands are not settled immediately:

(i) Merger of portion of Dearness Allowance with Basic Pay.

(ii) Setting up a permanent wage review committee for Central Government employees.

(iii) 20 per cent increase of wages as interim relief.

(iv) Non-implementation of Awards:

(a) Grant of Rs. 30/- per month to non-gazetted employees as transport subsidy for travel between the place of residence and the place of work.

(b) Encashment of Earned Leave while in service.

(iv) Removal of ceiling limit for Productivity Linked Bonus (PLB) so as to consider all non-gazetted staff for payment of PLB irrespective of their pay.

These demands concern all Central Government employees including Railwaymen and no isolated view can be taken by the Ministry of Railways.

Train Accidents

383. SHRI SHIV PRATAP MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of major rail accidents that occurred during the last six months; the number of persons killed| injured and the loss of property suffered; and

(b) the causes of such accidents and the steps taken to check their recurrence?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) During the period January-June 1993, 247 consequential